

Today's Advertisements.

JUBILEE LODGE OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge of Instruction will be held in FREEMASONS' HALL, Zetland Street, TONIGHT, the 4th instant, at 8 for 8.30 P.M. Visiting Brethren M.M. are cordially invited.

A paper will be read by the Secretary, on "Ancient Craft Masonry."

Hongkong, 4th October, 1899. [1256a]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at 5 P.M. for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 3rd instant.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 4th October, 1899. [1256a]

FOR MANILA, VIA AMOY. (Taking Cargo at through Rates for Hongkong.)

THE Steamship "SALVADORA," Captain Gifford, will be despatched as above on FRIDAY, the 6th instant, at 5 P.M. instead of as previously notified.

For Freight or Passage, apply to

BRANDAO & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "SARFEDON," Captain Grier, will be despatched as above on FRIDAY, the 6th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th October, 1899. [1256a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "HAILONG," Captain Robson, will be despatched for the above Ports, on SATURDAY, the 7th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAIBRAK & Co.,

General Managers.

Hongkong, 4th October, 1899. [1256a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "SUNGKIANG," Captain Moore, will be despatched as above on MONDAY, the 9th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th October, 1899. [1256a]

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FUMIE AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship "MARIA VALERIE," Captain A. Fellner, will be despatched as above on WEDNESDAY, the 11th instant, P.M. Silk and Valuables are transported on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIDOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c. &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONVENTUAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship "OANFA," J. A. Davies, Commander, will be despatched as above on or about the 5th November.

For Freight, &c., apply to

HOLLIDAY, WISE & CO.,

Agents.

Hongkong, 4th October, 1899. [1256a]

Today's Advertisements.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE T. & O. S. N. Co.'s Steamship "TIENSIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 4th October, 1899. [1256a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL. THE Company's Steamship "OANFA," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 13th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 4th October, 1899. [1256a]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 11th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 11th instant at 4 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 4th October, 1899. [1256a]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars revised on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any Papers, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [1256a]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy is guaranteed to be pure Cognac, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

Hongkong, 4th October, 1899. [1256a]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 4, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

The Reuter's telegram which we publish to-day is certainly the most warlike that has been so far received, and the general opinion is that war can no longer be avoided but is inevitable. This feeling is particularly strong in mercantile circles, for the merchant and banker pay more attention to the rise and fall of Consols than to the rumours of hostile attitude, which may often be exaggerated. Consols may be regarded as the business man's barometer. They fall for stormy times and rise once more when the political horizon clears. The rumour that a further issue of Consols to the value of twenty-five millions sterling is contemplated is looked upon as serious, for it is hard to believe that such an enormous sum would be required merely for the coming war in the Transvaal, and folks are asking one another whether this may not point to other complications of which at present we know nothing. It must be borne in mind that many thinking men are of opinion that Russia is only awaiting an opportunity to strike at us when we are engaged with some other Power and our attention thus diverted from her movements. At all events, nothing is impossible nowadays and nobody can predict into what other complications war with the Transvaal may not lead us.

GERMANY AND THE TRANSVAAL.

Yesterday's telegram announcing that General JOUBERT had arrived at Volksrust with four thousand five hundred men, including five hundred Germans, appears to have aroused considerable comment as to the attitude to be assumed by Germany in the event of hostilities. We have heard the opinion expressed that the presence of these five hundred Germans with the Transvaal forces shows that that Power will throw in her lot with the Transvaal and will back up President KRUGER. We do not think that this will prove to be the case, however. It must be remembered that every able-bodied citizen between the ages of sixteen and sixty is required to take up arms when the State is threatened and therefore the five hundred Germans to whom Reuter alludes are, in all probability, merely carrying out their duty to the country in which they happen to reside. In every country are to be found aliens of various races who would take arms against any other nation than their own in defence of their adopted homes, and it is therefore wrong to blame a whole nation for the acts of a few. It is not likely that these five hundred Germans represent a tenth of the German inhabitants of the Transvaal, and the fact that they have thrown in their lot with President KRUGER cannot be taken as proving conclusively the attitude of Germany.

THE BOER FORCES.

Verheid, where a large Boer camp is being formed, is situated in the south-east corner of the Transvaal on the Uniovo river, some little distance within the Transvaal border and above Ulundi, which is in British Territory upon the same watershed. From this point Dundee, where some of our troops have been stationed on the Durban-Johannesburg railway, could apparently be easily reached, or a descent could be made into Zululand. Making, as we have before pointed out, is situated in British Bechuanaland and is connected with Cape Town by rail, so it is presumable that troops can be sent there at short notice, so long as they are available at the latter place. Volksrust, mentioned in the telegram we published yesterday, we have been unable to discover upon any map of the Transvaal obtainable, but it is most probably in the neighbourhood of the Durban-Johannesburg line. Apparently it is in the neighbourhood of Mafeking and British territory near Majuba Hill that the Boers are planning their system of attack or defence as the case may be, and at whichever point they commence hostilities we have a railway to defend and keep open in order that our supplies may not be cut off. It would not come as a surprise to hear that the *Powerful and Terrible* had landed a naval brigade at Durban to aid in protecting the railway until the arrival of the army corps which is being despatched from England, or until the arrival of the Indian contingent.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 2nd. The Government have notified the Omnibus (and ?) Tramway Companies that they may requisition their horses.

Various reports concern that the Boers are rapidly massing near Charlestown and Mafeking; the latter place is especially exposed to attack. Scarcity of water in Rhodesia and Bechuanaland is causing much anxiety.

Consols fell yesterday 1/4, mainly owing to a general impression that an issue of £25,000,000 is impending. The Queen's Privy Council will meet on Saturday and Parliament will probably be convoked on the 17th instant.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—On the 4th at 12.5 p.m. the barometer has fallen on the China coast and over the Philippines. The depression seems to be situated near N. Luzon, and probably moving in a westerly direction. The highest pressure lies over N. China and Japan. Gradients moderate to rather steep, with strong monsoon on the coast generally, and gales in the N.E. part of the China Sea. FORECAST:—Fresh N. winds; fair, squally.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul-General R. Wildman:—

MANILA OBSERVATORY, October 4th, 9.50 a.m.

Typoon in Pacific East of Luzon.

LOCAL AND GENERAL.

THE U. S. S. *Oregon* leaves Manila for this port on the 20th.

THE mortality of the City of Bombay continues to increase.

THE new bridge over the Goomti at Lucknow will cost Rs. 1,15,000.

H.M.S. *Undaunted* sails for Manila on Saturday next to relieve the *Endymion*.

THE wages of skilled and unskilled labour in India show a general tendency to increase.

LARGE numbers of famine-stricken people continue to arrive in Bombay from famine areas.

THE scarcity of water in Marwar and Bikaner is said to be very great, and in some places it is being sold!

MATANG, in Perak, has been overwhelmed with floods which are said to have risen several feet in height.

IN Poona city-plague is raging with unabated fury, and all efforts to cope with it seem doomed to failure.

THE recent floods in the Southern Shan States have swept away all bridges beyond the Salween River.

THE Rangoon Tramway, since it started some 16 or 17 years ago, has never paid its shareholders a dividend.

A *Gazette* extraordinary to hand this morning proclaims Newchwang a port at which contagious disease prevails.

THE captured cruiser *Isla de Luzon* is now assuming quite a ship-shape appearance and should soon be ready for sea.

AT the close of the year 1898 there were 180 factories at work in Bengal, 16 having been opened during the year, and three closed.

THE case of Mrs. W. J. Robinson, who charged her husband for assault, again comes up for hearing at the Magistracy to-morrow morning.

MR. Claude Ley Kum, who accompanied Kang Yu Wei to England as private secretary, returned to Hongkong to-day by the *Empress of China*.

A CORRESPONDENT to an Indian paper writes: The English Midland Railway has just ordered four sleeping cars from the Pullman Company, Chicago.

SIR ROBERT HART returned to Peking on the 20th September from Peking, and Mr. Bax-Ironside left Tientsin for Weihaiwei on the 22nd September.

C. T. Kew and Noble were the captains of the "Sixaside" teams which met for a game this afternoon. Mayson and Lieut. Greene are the leaders to-morrow.

ROBERT LOGAN, engineer, of the steamship *Hutton*, was fined \$2 this morning at the Magistracy for being drunk and causing a disturbance in the streets.

THE proclamation making the Bombay Mint a branch of the Royal Mint for the coinage of gold will not be settled for some time owing to legal and technical difficulties.

ARRANGEMENTS are being made by the military authorities for a camp at Delhi for a party of Austrian astronomers who will visit India during October on a scientific mission.

IN a case at Penang to be referred to the full court of appeal, an important point had been raised as to whether a defendant had the right to cross-examine his co-defendant or not.

A REGULAR meeting of the Jubilee Lodge of Instruction will be held at 8.30 p.m. in Freemasons' Hall, Zetland Street. The Secretary will read a paper upon "Ancient Craft Masonry."

THE Nippon Yusen Kaisha has decided, we understand, to allow a discount of 15 per cent. on passenger rates between Japan and Marseilles, in view of the coming Paris Exposition.

IN a suit against the Bombay, Baroda and Central India Railway in the Bombay High Court, the representatives of a passenger who was killed in the Golwad collision obtained a decree for Rs. 7,500.

THE earnings of the Indian railways have been steadily improving during the past two months, the receipts from 1st July to 19th August being eleven lakhs better than those of the corresponding period last year.

MR. Gompertz had his hands quite full at the Magistracy this morning in disposing of charges against Chinamen and others, for hawking and playing lanchons without licences, drunkenness, obtaining goods under false pretences, etc.

THERE are now twenty-two patients, three of whom are women, in the small-pox hospital at Ballestier Road. Says the *Straits Times* of September 25th. A fortnight ago, there were twenty patients. There have been no death in the hospital from this disease during this period.

THE Government of India Mint authorities have approached the Kolar Gold Fields Mining Board with a view to ascertaining the fitness of the gold produced in India, so that they may judge the cost of mining. If the gold produced is absorbed in India, it will add considerably to the profit of the mines.

THE Kanagafuchi Cotton-Spinning Company of Japan has concluded the negotiations commenced some time ago for the purchase of Kaishu Spinning Company, of Suminichii, in the province of Kawachi. The Kaishu Company has a capital of 500,000 yen and its mill contains 10,300 spindles.

A NORTHERN contemporary reports that Messrs. Jardine, Matheson & Co. for Messrs. Chas. Cammell & Co. have secured the contract for 6,000 tons of rails and fastenings to be delivered at Tangku next April. Their tender was £49,726 19s. 9d. Messrs. Maillat for Krupp & Co. being the highest, £55,545 17s. 6d.

THE Right Rev. the Bishop of Victoria was among the passengers who left by the *China* yesterday.

IT is stated, says the *Japan Daily Mail*, that a citizen of the United States, with a capital of three million yen, is making arrangements to start a large beer brewery in Japan. The place chosen will probably be Iwanuma, in the vicinity of Sendai. Investigation are now in progress to determine the quality of the soil and of the water.

WE are advised by the Acting Secretary of the Panjom Mining Company, Limited, that a telegram from the mines, was received this morning, giving the result of the September clean up, as follows:—The Mill ran 29 days, crushing 2,350 tons, yielding 179 ounces suetted gold, concentrates produced, 40 tons, prospects at Cuban mines are encouraging.

FOR the purpose of encouraging trading by Russian steamers between the Black Sea ports and the ports in the Indian and Pacific Oceans, the Government will refund to Russian ship-owners all the Suez Canal dues from January next for a term of ten years. Hitherto, the Government has paid half the canal dues for the Volunteer Fleet cruisers.

IT is stated, says the *Angusasi Press* of Sept. 29th, that during the past two or three weeks more than twenty persons in this town have died from hydrophobia and that many persons are still under medical treatment. The number of infected dogs is said to be increasing daily, in spite of the action of the police, who on Wednesday last destroyed no less than twenty stray animals.

WE notice that the ticket collectors on the "Star" ferry launches are now supplied with punches, and passengers are requested to see that the tickets given to them are duly punched.

The coolies going from Kowloon to Hongkong now pay at the transit, but on the return fares are collected on board. Would it not be more satisfactory and cheaper to collect all fares at the Kowloon end? Whether going or coming the coolies have to pass the turnstile and were the "In" turnstiles closed while the "Out" were in use on the arrival of a launch the one ticket collector could do the work with ease.

A CORRESPONDENT asks us if it is the intention of the War Office to use the London bus and tram horses for cavalry mounts in the Transvaal. We do not think so. We can hardly imagine the colonel of a crack cavalry regiment giving the order to charge by the words "all full inside," and certainly some such tactics would have to be adopted with bus horses. They will probably be intended for transport purposes, so if our correspondents contemplates joining the Transvaal force in the capacity of a lancer or dragoon he need not fear being mounted upon a bus horse or even a mule.

A FIRE occurred last Tuesday morning at a Chinese matchless theatre in Canton. The fire resisted the efforts of the local fire brigade, although the supply of water was good, as the theatre was situated on the river banks. Some of the sparks from the burning building fell amongst the flower boxes that were moored close to the shore very soon igniting them, and they in their turn set fire to some steam launches. We believe that the loss of life must be considerable as the theatre was crowded at the time, but up till now we have not been able to find out the extent of damage done or number of lives lost.

IT is calculated that during the week preceding August Bank Holiday quite 20,000 cycles were taken out of London by train. The traffic from all the London railway stations was greater than during the Whit Sunday holidays, except in the case of London Bridge, where the number of cycles booked was only 287 compared with 503 at Whit Sunday and 661 at Easter. Waterloo Station, of course, led the way with 4,300 cycle bookings. The only railway company, however, that especially catered for the cyclist by issuing special tickets for rider and machine at a reduced fare was the Great Northern. This boon was much appreciated. During the week preceding Bank Holiday the Great Northern issued 2,914 such tickets at Kings-cross against 920 at Whit Sunday. So, while the improvement in cycle traffic at Waterloo, where there is no special provision for the great army of wheelmen, was only 300, the improvement at Kings-cross, where there is, was 1,920. This should be some sort of evidence that cyclists are really worth catering for by the railway companies.

THE Nippon Yusen Kaisha has decided, we understand, to allow a discount of 15 per cent. on passenger rates between Japan and Marseilles, in view of the coming Paris Exposition.

IN a suit against the Bombay, Baroda and Central India Railway in the Bombay High Court, the representatives of a passenger who was killed in the Golwad collision obtained a decree for Rs. 7,500.

Answer.—
In answer to Question 5, I beg to state that the Government is taking care of one of the sons of the deceased.

(7.) What satisfaction, if any, has been obtained from the Chinese Government for the assault by the Chinese on the Honourable the Captain Superintendent of Police before our New Territory was taken over, and in respect of the resistance by thousands of armed Chinese to the British entering into possession of the area leased by the Imperial Chinese Government to Great Britain by the Convention of June, 1898, the quelling of which resistance resulted in considerable and lamentable loss of life and which forced upon the Colony substantial amount of extra and avoidable expenditure?

Answer.—
In reply to Question 5, I beg to refer the Honourable Member to page 21 of the published correspondence for a translation of the Proclamation issued by His Excellency the Governor, and I now lay upon the table a translation of the Proclamations issued by the Magistrate of the San On District and the Viceroy of the Two Kwong Provinces. So far as can be ascertained the dates of posting the Proclamations were as follows:

The Proclamation of the San On Magistrate was posted between the 27th and the 30th March.

The Proclamation of the Viceroy was posted about the 5th April.

The Proclamation of His Excellency the Governor was posted between the 10th and 15th April.

(8.) Has the attention of the Honourable the Director of Public Works been directed to the "China Mail's" leading articles of 15th and 23rd August alleging the existence of jerry building in Hongkong; will the Honourable Member inform the Council whether the said allegation is well founded; and if so, will he state what powers his Department possesses to prevent the erection of such buildings; what action has been taken by his Department in the matter; and if his powers are insufficient, is he taking any steps to get increased powers?

Answer.—
The answer to Question 7 is, "I cannot say."

ORDERS OF THE DAY.
The following went before the committee and were passed.

The Bill entitled An Ordinance for the Naturalization of Sin Hip Pan, alias Sin Shi Fong, alias Sin Shiu Kim, alias Sin Ping Kim was read the first time.

The Bill entitled An Ordinance for the Naturalization of Kwok Yung Kiat alias Kwok To Kiu alias Kwok Ying was read the first time.

The Bill entitled An Ordinance for the Naturalization of Ho Shun To, alias Ho Kwan Yik, alias Ho Ping Un, alias Ho Tsai was read the first time.

The Bill entitled An Ordinance for the Naturalization of Hui Chao, alias Hui Shing Tsun, alias Hui Ying Fong, alias Hui Nai Kwai was read the first time.

The Bill entitled An Ordinance for the Naturalization of Lo Kung Tin, alias Lo Fung, alias Lo Ching Chai, alias Lo Tin Fui was read the first time.

The Bill entitled An Ordinance to amend the Vagrancy Ordinance, 1897 was read the first time.

The Bill entitled An Ordinance to amend the Rating Ordinance, 1888 was read the first time.

The Bill entitled An Ordinance to amend the Crown Lands Resumption Ordinance, 1889 was read the first time.

Committee on the Bill entitled An Ordinance to amend "The Protection of Women and Girls Ordinance, 1887."

A meeting of the Finance Committee will be held immediately after the Council.

FOOTBALL.

Looker and Pinckney were the respective captains of the six-a-side teams yesterday. With the exception of four men all were new players, one or two of whom played very well, but it is quite evident that this month must be devoted to hard and persistent practice for any of them to replace any of last season's players. Looker, as usual, entered into the spirit of the game yesterday, and Pinckney was as cool and confident as ever. F. K. Hew, last season's custodian, was in the forward rank for Pinckney and once showed a clean pair of heels to his pursuers and landed a goal. Wild, for his side, also scored, and the game ended seven-all.

The 17-18 C. turned out two seven-a-side teams yesterday with R. Duncan and Smith as captains. The game ended in a draw of one goal each.

THE PLAGUE.

Cases reported to 3rd instant 1471
Do. do. during past 24 hours..... 0

Deaths reported to 3rd instant 1413
Do. do. during past 24 hours..... 0

SIAM MURDER CASES.

SENTENCED TO DEATH.

At Bangkok, on the 15th September, Nai Choo was put on his trial for the murder of his father, the late Nai Chuan, a timber merchant of Samson. The deceased was a very rich man, who died suddenly on the 18th July at Bangkok, after taking some medicine given him by a servant. The medicine tasted so bitter that he said: "He told me that some one had tried to poison him. He told the servant to drink the medicine. The servant did so. The cup with the stuff was then taken round for others to taste. A daughter of the deceased refused to taste it; another did taste it but spat the stuff out as being bitter. In the meantime, the deceased rapidly grew worse and died. The servant who drank the medicine also died. The medicine was found to contain strychnine. Three days before this happened, the prisoner went to a dispensary to buy strychnine, but was refused. Shortly afterwards a well-dressed Siamese went to Messrs. Grimm and Co.'s to buy poison for rats, and bought three grains of strychnine. It was to poison rats that the poison was asked for at the dispensary also. Strychnine was found in the body of the servant who died after drinking of the same cup of medicine as Nai Chuan. On the night before the death the prisoner went to see his father, who was then perfectly well. About to clock he was retired, leaving the prisoner in the room where they had been talking. The medicine was kept in that room. Nobody saw the prisoner leave the house, but he was seen alone in the room for some time after his father left it. The evidence against the prisoner was purely circumstantial, and failed to show that he had conspired with his father and was despatched in want of money owing to his leading a dissipated life. The trial lasted several days. The judges found the prisoner guilty and sentenced him to death. His case has called attention to the fact that there are no regulations for the sale of poisons at Bangkok.

AN EXECUTION.
At Hooby, a Siamese was recently convicted of having committed murder at Patrow near

Bangkok, was beheaded there on the 23rd of last month. He killed the owner of a house that he was plundering. The execution took place in the presence of the governor, chief judge, and other officials, and of a large number of the people. This man was a rather notorious character, and he confessed to having stolen 3,000 buffaloes in his time, but to the last he denied that he was a murderer.

NEWS FROM JAPAN.

(From Exchanges).

Stranding of the "Argyll."

A Court of Inquiry into the circumstances attending the stranding of the steamer *Argyll* was opened in the British Consulate in Kobe on the 25th Sept.

The Court consisted of Lieut. A. H. Pearson, of H. M. Ship *Thetis*; Mr. Willeman, Vice-Consul; and Capt. Brown of the *Obra*, and Capt. Attree of the *Saint Irene*. Mr. Brushfield, solicitor, appeared for Capt. Thompson of the *Argyll*.

The judgment of the Court was not declared till close of day. Its points were:—
Captain Thompson exonerated from all blame.

Hugh Wilson, mate, to blame for the stranding of the ship in that he did not see cable on finding bad weather setting in or when the ship commenced to drag.

Also of opinion that the engines were available for use before the grounding and should have been used.

The Court is of opinion that it would be a great advantage for the shipping generally in the harbour if the weather signals were shown in a more conspicuous manner.

Mate's certificate of service is suspended for the period of three calendar months from this date and the Court recommends that a certificate of lower grade be granted to him.

The Miller Appeal Case.

THE SCENE IN COURT.

TOKIO, September 22nd.
On Tuesday and Thursday last the hearing of the Miller appeal case took place in the Appeal Court, which is located on the second story of the new brick building at Iliya, known as the Judicial House.

On Tuesday the audience was large, some four hundred people being admitted, and a great number more turned away. The prisoner looked well in spite of his incarceration, and his demeanour was still distinguished by a dignified and courteous style. In the dock he stood perfectly motionless as if aware of his painful position as a prisoner charged with a terrible crime, his face turned a little downwards, and his hands by his sides. As to the audience, two men were expelled by the police for falling asleep during the examination, as such an act was calculated to impair the dignity of the Court.

On Thursday the rain prevented many persons attending the Court. The same tedious process was repeated: the former depositions being first read over by the Clerk, then translated into English by the interpreter, who read the corresponding portions of the testimony in English. The judge made some remarks, which were responded to by Miller. The policemen on duty cautioned the audience when the proceedings were about to be opened, evidently in view of the expulsion resorted to on the previous day, and the press representatives were likewise told not to leave or enter the court-room, except for the purpose of distributing copy of the changing turns—a caution which was disregarded. Barrister Akiyama, lately chief of the Yokohama Sabansho, brought forward his whisky theory, in which he appeared to be soon stuck fast and unable to get out. The constant repetition in the learned barrister's address of the words must have recalled to the prisoner's mind some of the wild times he had had under his influence. Barrister Inouye made a brilliant defence, objecting to the evidence given by the Chinese witness. The Prosecutor answered him at some length and finally Mr. Inouye's objections were over-ruled. The next speaker was Mr. Makino, who made a few somewhat irrelevant statements, of which the Prosecutor took advantage. Yet he went on to speak, and this in face of the fact that the Prosecutor was still standing. This brought a shrill cry from the Bench of "Mate!" (wait) uttered in an angry tone. The judge cautioned the barrister to comply with the etiquette of the Court, and the barrister retorted that he was not going to speak any more. It was a rather noisy scene, which broke the monotony of the proceedings.

MILLER'S CONFESSIONS.

TOKIO, September 26th.
R. Miller has confessed that he killed a foreigner and two Japanese women Suye and Aki-Kobe Shimizu.

The Queen v. Leopold.

The Judicial Committee of the Privy Council of Great Britain recently heard a petition by Charles Emil Leopold for special leave to appeal in *forma pauperis* against a conviction and sentence of two years imprisonment with hard labour passed upon him by Her Britannic Majesty's Consular Court at Yokohama on December 16th, 1898.

After hearing the grounds of the petition, their Lordships (the Lord Chancellor, Lord James of Hereford, and Lord Justice A. L. Smith) intimated that they were unable to advise Her Majesty to assent to the prayer of the petition, which would therefore be dismissed.

Naturalisation of Foreigners.
A Tokyo dispatch to the *Osaka Mainichi* announces that many applications have been received from foreigners who desire to be adopted by Japanese families in order to become naturalised. As, however, none of the applicants possessed the qualifications necessary under the Naturalisation Law, the applications have all been returned.

The Depression in the Match Trade.
The *Osaka Asahi* attributes the present depression in the match trade in China to the strong competition of the Swiss matches and also to the general depression of trade at Shanghai and Hongkong, in consequence of political unrest in Great Britain, China and France. The match manufacturers at Hyogo and Kobe, who rely upon Chinese merchants in their business, are said to be placed in a very difficult position.

Prisoners in the Kobe Prison.
The number of prisoners in the Kobe Prison on the 22nd instant was 1,189, which shows a decrease of 193 as compared with the corresponding date of last year. The decrease is attributed to the expeditious manner in which trials are now conducted, and also to the decrease in the number of convictions for theft and gambling. Two buildings have been added to the prison for the accommodation of foreign prisoners, but up to the present the cells have been quite unoccupied, not a single foreigner having been arrested.

Count Kabayama.

The Minister of Education denies emphatically the rumour that he has tendered his resignation, and ridicules the idea that he has any intention of doing so. As to the difference of opinion between him and the Minister of State for Finance, he says that there is none, and no reason for anything of the sort. It will be remembered that the removal of Count Kabayama's family from his official residence was one of the bases of the rumour, but the Count says that the removal was simply a question of climatic convenience in the summer months. The eight years' scheme of educational expansion drawn up by the Count, said to have been rejected by the Finance Department, appears to be still on the tapis, but the appropriations made by the Treasury will probably be inconsiderable at first.

Another Semi-Japanese play in London.

There is to be another semi-Japanese play on the boards of a London theatre shortly, says a London paper. It is not to be anything indicating Japanese drama, but it is to be more or less suggestive of the country. Mr. B. C. Ferndale is the author of *Moonlight Blossom*. The characters, including Arumio (Mr. Robertson) and Inamuro Nanyo (Mrs. Patrick Campbell), are Japanese, and the action of the play is carried on in one of the southern islands of the archipelago, in the soft-scented atmosphere of flowers, and to the whirling accompaniment of flying cicadas. But with these Japanese part ends. There appears to be nothing in it about mosquitoes, earthquakes or typhoons.

"Japan had better close her Ports."

The same paper, on the 23rd, says:—
The *Chuo Shinbun* continues to publish the opinions of prominent men of business with reference to the subject of admitting foreigners to mining enterprise in Japan. Mr. Shibusawa Eichi is quoted as saying that if Japan intends to shrink from foreign competition in the field of mining, she had better close her ports and go back into her shell altogether.

He does not doubt that the foreign capitalist and labour-organizer would prove an invincible competitor in some of the mines, but he declares, must be prepared to meet such contingencies. Mr. Shibusawa makes one reservation, however, which seems a little obscure. There must be no conflict, he says, with the laws of the land. Probably he means that, to admit foreigners to mining enterprise ought not to carry with it the privilege of owning real estate.

Americans in Japan.

Are Americans better patriots when they are away from home? is a question asked by the *New York Times*, which continues to discuss the subject as follows:—This is a question worth an answer at any time, but it is especially worth one just now. It appears that in the Japanese City of Yokohama there is a little American colony of some fifty families, and that these fifty families have undertaken to feed and care for the ten thousand American soldiers who are to pass through their city on their way from the Philippine Islands. The accounts do not state that there is any one family that has refused to take part in the handsome act of hospitality, nor do we read that any person has uttered sentiments of opposition in loud tones. Yet we may be perfectly sure that if the same matter came before a community of fifty families in this land it would be found that at least one of the families would be opposed, on political grounds, to contributing to his assistance to the land of soldiers who, according to his bias, had been engaged in a cruel, inhuman, and unjustifiable war. According to the home-staying holders of such views, the soldiers should be put out of existence as soldiers, instead of being fed and cared for.

Foreigners in Japanese Mining Enterprise.

The opinions of certain leading Japanese men of affairs have been sought by the *Chuo Shinbun* with reference to the question of admitting the Mining Law so as to permit foreign enterprise in that important field, says the *Japan Mail* of 22nd September. Three of these opinions are published by our contemporary: two are emphatically conservative and one is liberal. The conservatives are Mr. Tomita Tetsunosuke, Governor of Tokyo, and Mr. Okura Kibachiro, the liberal is Mr. Masuda Ko. Mr. Tomita is astonished that such a project should be entertained for a moment. He appears to have a very singular idea of the methods of foreigners. They would extract ore recklessly, he says, and sell it recklessly (*rinkutsu rambaru*), and altogether his language suggests that he regards the foreigner as a kind of ogre, who consumes everything he finds and produces nothing for any one but himself. If Mr. Tomita could show that mining operations are conducted in any part of the world, not excluding Japan, on lines of moderation and conservatism, his dread of placing this country's minerals at the disposal of all nationalities might have some basis of reason. It is plain, however, that he does not reason from facts but from fancies. He considers the mines of Japan in the light of delicate properties, to be nursed and cherished like pretty babies, and he considers the average foreigner a rough, greedy individual who can not be safely permitted to lay hands on Japan's frail belongings. One would suppose that in working a coal mine, for example Japanese owners carefully considered every ounce of mineral taken out, calculate the number of ounces left, and adjust their prices with reference not merely to the remaining stocks, but also to the importance of preventing the public from becoming too greedy for coal, whereas the foreign owner picks and shovels and dumps the mineral on the market without any thought of these sundry contingencies. Truly Mr. Tomita should devote himself to the study of the *cha-no-yu* cult. He could not fail to find that science congenial. Mr. Okura Kibachiro has more definite ideas. Minerals are, in his opinion, the great source of national wealth, the veins in which the life-blood of the nation circulates. He can not reconcile himself to the notion of allowing aliens to lay rude hands upon these treasures, and he is shocked by the violence to which China is exposed by greedy exploiters of her mines, and when he contemplates the result of extending the Mining Law in the sense suggested, he sees the country's mineral resources monopolized by European and American vampires who will suck her life-blood and leave her in a condition incapable of recuperation. We wonder, what Mr. Okura would do with Japan's minerals. Does he think that they ought to be left lying in the ground, like money in an old woman's stocking, or strictly limited rate by Japanese workmen and capitalists only? It is pleasant to turn from such theories to the broad views of a man like Mr. Masuda, who sees no reason whatever why the foreigner should be excluded from the field of mining, and who believes that Japanese enterprise would receive a wholesome stimulus and Japanese methods be materially improved by association with foreigners.

The *Chuo Shinbun* itself invites us (*Japan Mail*) to consider the arguments advanced by it in an article published subsequently to our recent comments. The gist of the article, so far as we can judge, is that if the country's coal mines fell into foreign possession, great inconvenience might be suffered in the event of war. But why? The mines would still remain in Japan's dominions, and practically subject to her control. The *Chuo* can not imagine, surely, that if coal was wanted for the country's ships, and if the foreign mine-owners refused to furnish it, there could be any hesitation on the Government's part as to the proper course to adopt? Perhaps our contemporary thinks that the owners would flood their mines, or blow them up, or render them otherwise unproductive, rather than suffer the coal to serve the uses of warships fighting against an European or American State. We can only say that foreigners of that kind have yet to be discovered.

NEWS FROM INDIA.

Professor Haffkine's Prophylactic.

In respect to the demand from Home for Professor Haffkine's prophylactic, the Government of India was asked the cost of supplying from 50,000 to 100,000 doses, and the earliest date at which this quantity could be despatched. It was desired to know, if in case of need 50,000 doses a week could be sent to London. Russia desires to obtain a considerable stock for Port Arthur. Italy has been making inquiries for home use, and Portugal in order to inoculate at Mozambique. At present the laboratory can only turn out 10,000 doses per day, and if India and Europe are to be supplied, the new laboratory will have to be rapidly increased to about three times the size it is at present. Recently 70,000 doses were despatched to Hubli and 10,000 the week before to Mauritius.

Burma Teak.

The Burma teak trade did not flourish in the past official year, notwithstanding that the period was one of unbroken activity in European markets. Only limited supplies were shipped to the United Kingdom, though the demand for timber for shipbuilding showed no slackening, and the requirements for dockyards and railway works and general purposes were very large. The demand, however, was met from accumulated stocks, new purchases having only been made when absolutely necessary. Consumers expected prices to go down. But they remained firm, what are known as "Europe qualities" maintaining the preference figure of £12 to £13 for squares and £13 to £13.10s. for planks. Freight over ruled high. It is satisfactory to find, therefore, that the smaller shipments sent to Europe, to a supersession of Burma teak by the produce of any other country's forests. The time will come when the teak in Bombay forests will be engaged in a sharp struggle for supremacy with that of Burma. But it will not be yet. The trees are growing tall and straight and promising great things for the future.

Ceylon Harbour Works.

The work in connection with the Northern Arm is now being rapidly pushed on. The whole vicinity of Mutwal Point has undergone an entire change. The large hill on which Rock House stands has been cut away, and in the excavation there are now quarries and workshops. The hill that formed the Uplands property too has disappeared. Excavations are going on everywhere, and a lot of railroads have been laid out. The old look of the place. Lines have been laid to carry off the rubble that is blasted at the quarry and to carry away earth cut out of the hills, and which is found necessary to fill up the portions of the sea reclaimed near Kottichidde. Rubble has been laid throughout the entire length of the breakwater, and the isolated breakwater too has been laid out with rubble. The laying down of the concrete blocks has been interrupted and suspended for some time. Much difficulty was experienced in conveying and laying down these blocks. But a block-laying barge, the *Ready*, has been brought from Renfrew and the work will be greatly facilitated and expedited. A large number of concrete blocks have been constructed in the yard within the Harbour Works premises, and the work will, therefore, proceed at a more favourable speed than heretofore.

Mineral Wealth of India.

In the excitement which has been created by the discoveries of gold in South Africa, Rhodesia, and West Australia, the mineral wealth of India has been overlooked, although the researches of the Geological Survey of India prove that the Indian Empire is rich in mineral resources. These are being gradually developed, the progress of recent date being noticeable; though the areas which have been tapped are only a fractional part of the vast deposits which exist. There is little doubt that coal-mining in India is bound to take a more prominent place than it has hitherto done, and that next to agriculture it will perhaps come to be the chief industry of the country. With the development of its mineral resources, there will of necessity be a demand for skilled labour, and, just as the growth of railways has created a market for a large staff of highly-trained civil engineers, it is but reasonable to expect that a wide field will be opened out for the mining expert. Owing to the great demand for qualified men by other mining countries, the supply is not sufficient to meet requirements, for it is to England we have to look for our mining engineers. European supervision is required in every department of mining. On the Kolar Gold Fields, in Mysore, thirteen companies are at work on about eight square miles of ground, and there a staff of 500 Europeans are employed to supervise 60,000 coolies. On the geological map enormous tracts of country in Bengal, Madras, Bombay, the central Provinces, Rajputana, and Burma are marked out as gold-bearing, while there are other vast areas which contain iron, copper, coal, lead, tin, salt, and oil. The mining operations in India are only in their earliest infancy, but last year they provided employment for 263,000 persons, who produced minerals of the value of 420 lakhs of rupees. The production of coal last year was 4,063,000 tons, whereas ten years back the output was only 1,554,000. Gold is being mined in Mysore, and precious metal to the extent of 222 lakhs was brought up. The Burma oil wells yielded 10 million gallons, and 66,000 tons of rock salt were extracted from the Punjab, while rubies of the value of eight lakhs were obtained from the gem lands of Mogok.

Commercial Museum at Calcutta.

During the past five or six years an effort has been made to organise what may be designated as an Indian commercial museum in connection with the Indian Museum at Calcutta. During that time the work of designing and preparing the fittings of the new gallery has been pushed forward, and it is contemplated that the public during the ensuing cold season will be able to visit the new Commercial Museum. Dr. George Watt, Economic Reporter to the Government of India, whose services have been invaluable in this connection, is making an extended tour to the chief commercial centres, with the object of securing the co-operation of the mercantile community. Dr. Watt has already completed

a round of the North-West Provinces, and leaves Simla on September 1st for the Punjab, where he will visit Amritsar, Lahore and Peshawar, whence he proceeds on September 12th to Karachi, remaining there from the 14th to the 17th. A visit to Rajputana occupies him from the 20th September to the 30th; the Bombay Presidency from the 2nd October to the 18th; Hyderabad from the 18th to the 21st, the Madras Presidency from October 21st to November 18th. From Calicut Dr. Watt marches through the Wynad to Mercara, arriving there on November 27th, and touring in the Mysore State until December 9th. Thence he goes to Madras, sailing for Burma on December 14th, and arriving at Calcutta on January 1st. As the projected Commercial Museum is designed purely and simply as an aid to commerce and not as a scientific repository, it may be hoped that commercial and industrial firms and associations throughout the country will give Dr. Watt cordial assistance.

Railway Extension in India.

In a letter to the *Times*, in reference to Lord G. Hamilton's remarks about railway extension in India, during the debate in the House of Commons on the Indian Budget, Mr. G. R. Cheetham, says:—After having drawn attention to the fact that the receipts from Indian railways during the past financial year were the largest on record, and that "on financial grounds alone" he considered that there was conclusive evidence for "a vigorous prosecution of reproductively public works in India," Lord G. Hamilton made the following statement:—

"Some three years ago I sanctioned a railway programme of extension amounting to nearly 30,000,000 rs. To be spread over the period named. Owing to the heavy expenditure connected with famine and frontier operations the Government found it necessary to reduce this amount to 25,000,000 rs. The new three years' railway programme is estimated to cost 20,322,000 rs. In the event of lapses through the engineering strike and other causes in 1898-99 there are arrears to the extent of 2,050,000 rs. The total is therefore, raised to 22,272,000 rs. and of this amount 8,822,000 rs. is comprised in the Budget for the present year. This includes all railway construction for which the Government undertakes the responsibility, or guarantee, whether on State lines or those of the old company, or branch lines by a further guarantee."

So it would appear that the new three years' railway programme is to cost only 20,322,000 rs., as compared with the expenditure of 30,000,000 rs. sanctioned three years ago; which means that, in spite of his remarks about the necessity of "opening up the country," and the "vigorous prosecution of public works in India," &c., Lord G. Hamilton is actually reducing the amount that is to be spent on doing what he declares it is absolutely necessary should be done by 3,226,000 rs. per annum.

It seems to me quite impossible to reconcile what Lord G. Hamilton says with what he proposes to do. He rejoices in a surplus of 4,739,400 rs. for the past financial year, and looks forward to a surplus of 4,400,000 rs. for the current year 1899-1900, which is quite unperturbed by the fact that his position three years back, yet three years ago, when the money could not be so easily well afforded as at present, Lord G. Hamilton sanctioned an expenditure of 30,000,000 rs. on railways, and now, with a much larger surplus to his credit, and after drawing the attention of the House of Commons and of the public to the fact that it is the duty of the Government to develop reproductively public works in India, he cuts down the amount to be spent on them by 9,578,000 rs. for the next three years, or by practically one third!

SHIPPING REPORTS.

Captain R. Archibald, R.N.R., of the steamship *Empress of China*, from Vancouver, &c., reports:—Left Vancouver on the 12th ult., thence to Victoria, reached Yokohama on the 26th at 10 a.m. Crossing the Pacific experienced moderate N.W. to S.W. winds with smooth sea and fine clear weather. On the 16th in Lat. 51° 35' N., Long. 153° 06' W., spoke the barque *Arcturion*, of San Francisco, steering East. Experienced fresh variable winds with heavy rain on Japanese coast, the passage to the China coast being accompanied with light N.W. winds and fine weather. Leaving Wosung on the 1st inst. at 8 p.m. experienced fresh N.E. monsoon which nearing the Formosa Channel increased to moderate gale with high following sea to Chapel Island, thence to port moderate to light N.E. monsoon and fine weather.

NOTANDA.

CALENDAR.

OCTOBER.

Metereological means based on fifteen years' observations to 1898.

Barometer..... 29.982
Thermometer..... 76.2
Humidity..... 71
Rainfall..... 5.794

TO-DAY.

Barometer..... 29.91
Temperature..... 81
Humidity..... 47
Rainfall..... 51

TO-MORROW.

Wednesday, 4th October, 1899.

Chinese—30th of 9th moon of 25th year of Kwang-si.

Sun—Rises..... 5hr. 54min.
Sets..... 5hr. 45min.

High water—Morning..... 5hr. 36min.
Afternoon..... 5hr. 36min.

Low water—Morning..... 2hr. 18min.
Afternoon..... 2hr. 32min.

ANNIVERSARIES.

1535—First English Bible printed.

1884—Attack on foreigners at Wenchow.

1893—S. von Friess committed suicide at Shanghai.

1898—Fire at Chang-teh fu, Hunan, several lives lost and millions of dollars damage done.

TO-MORROW.

Thursday, 5th October, 1899.

Chinese—1st of 9th moon of 25th year of Kwang-si.

Sun—Rises..... 5hr. 54min.
Sets..... 5hr. 44min.

High water—Morning..... 5hr. 28min.
Afternoon..... 5hr. 28min.

Low water—Morning..... 2hr. 10min.
Afternoon..... 2hr. 24min.

ANNIVERSARIES.
1762—Manila taken by the British.
1870—Shimonoseki forts attacked.
1875—Loss of the O. S. S. Co's steamer *Hector* near Amoy.
1881—German steamer *Quinta* driven ashore at Taichow Island, afterwards destroyed by fire. Disturbing typhoon at Haiphong and district; over 1,000 lives lost and immense damage done to property.
1894—Typhoon at Hongkong and Macao.
1896—The Tsar and Tsarina received by President Faure at Cherbourg.
1897—Sir N. Hannen protested against Tsai Taotai's decision in the Bennett case.
1898—Convention for the Wei-hai-wei concession ratified in London. An ultimatum presented to the "Porte" demanding the commencement of the Evacuation of Crete.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Sydney*) 8th inst.
American (*Nippon Maru*) 10th inst.
Australian (*Changsha*) 13th inst.
American (*Coptic*) 26th inst.

The Austrian Lloyd's S. N. Co's steamer *Maria Valeria* left Kobe for this port to-day.

The N. P. S. S. Co's steamer *Olympia* arrived at Tacoma from Japan and Hongkong on the 1st inst.

The M. M. Co's steamer *Sydney* with the next French mail, will leave Saigon to-morrow Thursday at 1 p.m. for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

| | |
|---------------------------------|------------------|
| <i>Isla de Cuba</i> | at Kowloon Dock. |
| <i>Isla de Luzon</i> | " " |
| <i>H.M.S. Benveniente</i> | " " |
| <i>Felcho</i> | " " |
| <i>Hue</i> | |

Intimations.

NIPPON YUSEN KAISHA.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-------------------|--|-----------------------------------|
| SADO MARU..... | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. | FRIDAY, 6th October, at Noon. |
| SANUKI MARU..... | Kobe and YOKOHAMA. | THURSDAY, 12th October, at Noon. |
| *KINSHU MARU..... | VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and YOKOHAMA. | THURSDAY, 19th October, at 4 P.M. |
| TAMBA MARU..... | MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID. | SATURDAY, 21st October, at Noon. |
| KASUGA MARU..... | NAGASAKI, KOBE and YOKOHAMA. | SATURDAY, 21st October, at 4 P.M. |
| HAKUMI MARU..... | VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULUP and NAGASAKI. | THURSDAY, 26th October, at Noon. |
| YAWATI MARU..... | MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | FRIDAY, 27th October, at 4 P.M. |

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A. S. MIHARA, Manager.

Hongkong, 2nd October, 1899.

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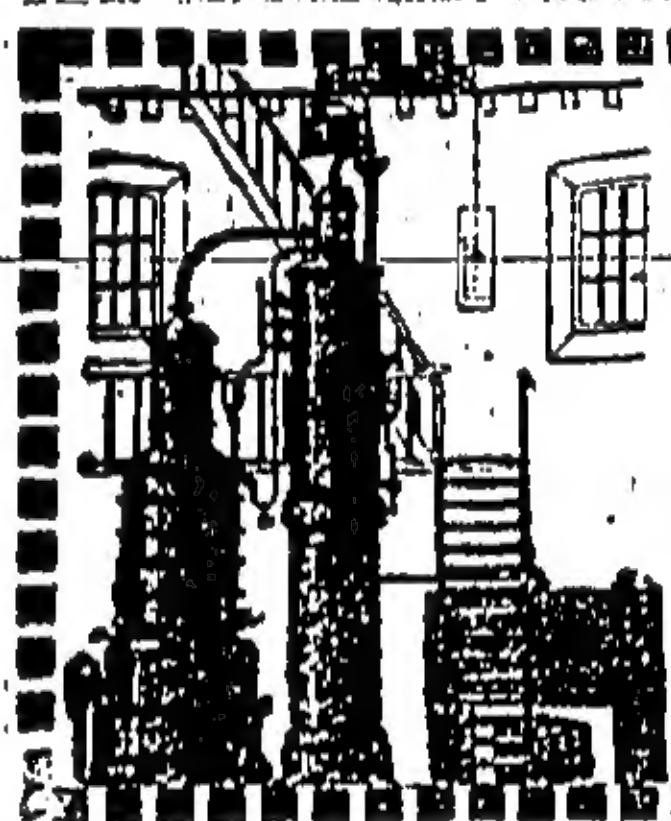
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Hongkong, 2nd October, 1899.

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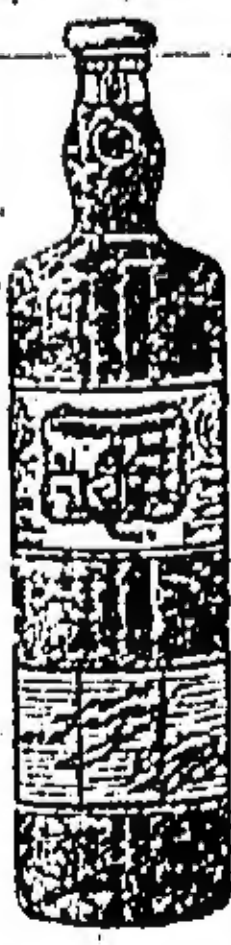
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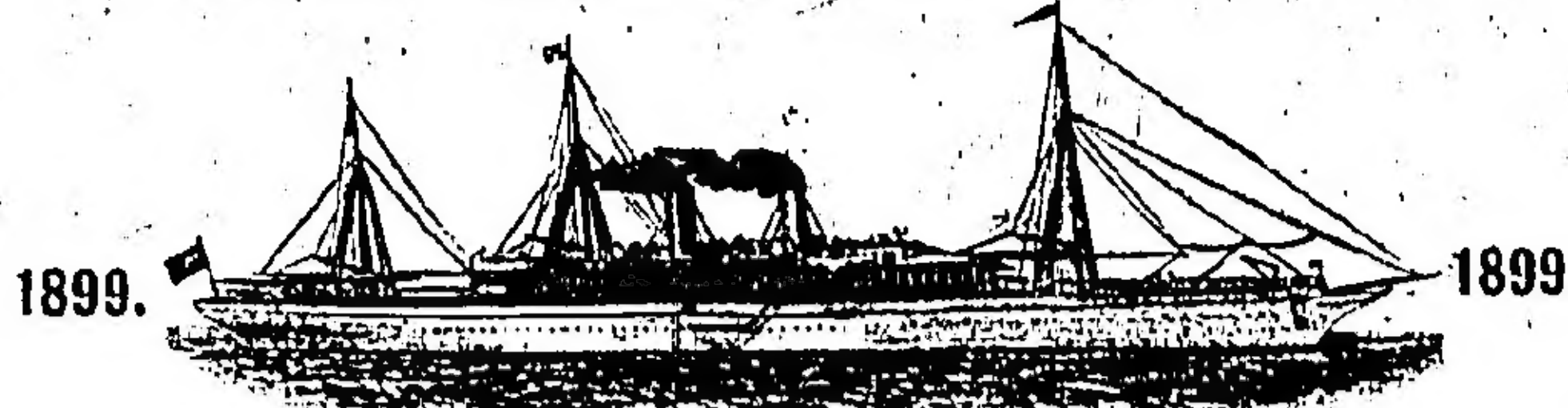
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PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU; on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

1310

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will land here for the above Ports and will have quick despatch.

For Freight, apply to

HONGKONG, 20th September, 1899.

1198A

FOR NEW YORK.

THE 3/3 A.L.I. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

HONGKONG, 10th September, 1899.

1074A



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Viner, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899.

13

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Duluth...3328 J. R. Evans...Oct. 14.

Reconshire...3567 R. Peebles...Oct. 28.

Queen Adelaide...2832 F. McNair...Nov. 18.

Saint Irene...3877 W. Aitree...Dec. 9.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire...12874 W.A. Evans...Oct. 7.

Abercrombie...3777 J. Murray...Nov. 11.

Monmouthshire...2874 W.A. Evans...Dec. 23.

Abercrombie...3777 J. Murray...Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARD'S CARRIED.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 18th September, 1899.

1198A

CARBOLINEUM AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

(Sole Agents for China, LUGGENS, RINSMANN & Co.)

Hongkong, 11th September, 1899.

119

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORT OF THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight and Passage. |
|------------------|--|----------------------|----------------------|
| *SAVOIA..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | 12th October. | Freight and Passage. |
| *HEIDELBERG..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 5th November. | Freight and Passage. |
| ANDALUSIA..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 15th November. | Freight and Passage. |
| Schöndfeldt..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 20th November. | Freight and Passage. |
| *SIBIRIA..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 20th November. | Freight and Passage. |
| Hildebrandt..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 30th November. | Freight and Passage. |
| BAMBERG..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 30th November. | Freight and Passage. |
| Mayer..... | HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG.) | About 30th November. | Freight and Passage. |

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra.....3496 about Oct. 15.

Belgian King...3379 about Oct. 31.

Carmarthenshire...2929 about Nov. 15.

Carlisle City...3602 about Dec. 15.

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO via AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 22nd September, 1899.

1137

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Dec., at Noon.

THE Chartered Steamship

"ONSANG,"

(*Taking Cargo only.)

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

A TRANSVAAL OUTLANDER.

THE BOER SOLDIER.

IRREGULAR FORCES.

Two weeks ago, Mr. John Wilson, an Outlander who had resided two years at Johannesburg, which he left in July last, arrived at Colombo from Natal. At Colombo, in an interview with a representative of the *Times of Ceylon*, Mr. Wilson gave the following particulars of the Boer forces:—

The Boers have no regular troops with the exception of the State Artillery which comprises three complete regiments of Krupp quick-firing, 7-pounders and maxims, on field carriages. These field batteries were kept up-to-date and smart, the men being Boers, while the officers were either German or Dutch. Very little was known of them, as people had no opportunity of seeing the batteries, and whenever they were out field-maneuvring the proceedings were kept secret. The general opinion, however, is that this artillery would not be of much use in case of war. The Boers, it is known, would keep up a guerrilla warfare, and the embarrassment to the British would be considerable. It was doubtful if the Boers would derive any advantage during the war from their artillery. In guerrilla warfare it was expected they would give a good deal of trouble. Scattered over an extensive and wild country, and engaged in "out-door" pursuits from childhood, the Boer was a crack shot, and to encourage shooting monthly tournaments are held amongst them. It was simply wonderful, knowing the immense area over which they were spread, to see the speedy way in which the Boers could be congregated. Each rural district had a board of field cornets, and over these there was a commandant; and in case of war the field cornets were all notified through the commandants to assemble all the burghers in the district at whatever point required. All these burghers were well-armed, generally with Mauser rifles, and had horses, saddles, harness, etc., ready for immediate service; and in a case where a man was unable to buy arms or keep a horse in good condition, assistance was given by the State. The field cornets have to see that the men were not wanting in these. Of late the Boer Government had been very strict in this direction, and every man had his horse well foraged and in good condition to take the field at once. Every male, 16 years and upwards, was expected to take up arms, and when the call came there would doubtless be sixty thousand fighting men ready. Drill, as we know it, was an unknown quantity with them, but they had a very good idea of fighting in their own fashion. The South African farmer, whether Dutch or English, is always a good shot, and another thing he is sharp at is range-finding, the latter being acquired by their sporting habits. The air of the country was so dry and thin that to newcomers it made distance-judging a difficult matter, and object that you thought to be four hundred yards off would be perhaps six hundred yards distant. The rainfall in the Transvaal was very small; with the exception of occasional rain and thunderstorms between October and March, the rest of the year was perfectly dry.

THE P & O. BRINDISI ROUTE.

A Rome despatch advises that the Italian Government, the Italian Railway Companies, the Sleeping Car Company, and the P & O. Company have concluded an arrangement by which the Mail service to India via Brindisi will be considerably improved. In future, English passengers to or from India will have no occasion to complain of the visits of Customs officials in Italy, which are henceforth abolished. One ticket *en route* will be issued at a price less than that by which the Marseilles route, and special tickets will be issued for the whole period of the official's leave. Further, the train service in connection with the Indian Mail will be accelerated, the journey through Italy being shortened by four hours. A considerable sum will be spent on improving the port of Brindisi, and the P & O. Company has agreed to run between that port and Alexandria vessels equal to those on the Marseilles-Alexandria route. With these improvements, it is claimed that the journey to India via Brindisi will undoubtedly possess many advantages over that via Marseilles.

PENANG'S NEW PUISNE JUDGE.

Mr. Justice Harwood sat in court on Friday, 22nd Sept., to judge at Penang, and tried small cases. Upon his Honour's taking the bench Mr. Ross, on behalf of the Bar, congratulated him upon his appointment and expressed his regret that such appointment was only temporary. The volume of work in the courts of this settlement warranted Government in making the appointment, and made it desirable that it should be continued until four judges were present in the Colony. Mr. Ross pointed out that the learned Judge's long service in the Colony and his experience of the habits and customs of the people placed him in an advantageous position.

PERAK NEWS.

Tigers are reported to be causing considerable havoc among cattle at Batu Kurau. Within the last month or two, over 20 head have been carried off, and the beasts are getting more daring day by day. The reward of \$50 offered for the destruction of each of these beasts, though ample for a chance bag, neither covers the outlay nor compensates one's troubles sufficiently to induce a person to seriously set to work to rid the country of these brutes. Batu Kurau, though within a few hours' reach of Taiping and possessing a large population of Malays and Chinese and with rich mines and healthy plantations, not to mention the Public Works Department, cement works, is hardly receiving the amount of attention at the hands of the authorities which a rising settlement it ought to get. Roads and paths there are none.

The Government have had under consideration a proposal to remove the township of Taphu to a more suitable locality, both as regards health and sanitation, and of making head-quarters of Batang Padang on the main line of railway communication, Taphu has been a veritable hotbed of malaria, and as it is six miles distant from a railway station, it has many disadvantages. The proposal is that the head-quarters be removed to Bidor or Chendiang.

The Government do not propose to hand over the Taiping Central School to the American Mission, but will get a new headmaster from England.

Colonel Walker, C.M.G., leaves for Selangor shortly to take up the appointment of Acting Resident.

The duty realised from the exportation of tin during last month, amounted to \$315,204.—*Para Planth.*

JAPANESE EMIGRATION TO THE UNITED STATES.

AN EXTRAORDINARY CASE.

An interesting Japanese immigration case is reported in the *San Francisco Chronicle*. It appears that a Japanese named Ota arrived at San Francisco some time about the beginning of August on the steamer *Hongkong Maru*. The Federal quarantine officer found upon examination that he was suffering from an incurable disease. Upon receiving a certificate to this effect the Immigration Commissioner, Mr. H. H. North, refused the Japanese permission to land, and by direction of the Commissioner the steamer company held Ota in custody pending deportation.

In order to secure the release of Ota, Attorney Barnes wrote out a writ of *habeas corpus* in the United States District Court. On the hearing it was shown that Ota had been in America before and established a permanent residence. He is a member of a local Japanese firm and some months ago proceeded to Japan on a business trip to purchase goods for his firm.

Upon the facts shown, Judge De Haven held that Ota was not an alien immigrant within the meaning of the Immigration Act of 1891. The judge declared further that the action of the Immigration Commissioner North in ordering Ota to be deported was in error. At the same time, Judge De Haven refused to interfere, holding that Ota's only hope of redress rested in an appeal to the Secretary of the Treasury.

At the time of this decision Judge De Haven, an appeal to the Secretary of the Treasury was pending. Within a few days a decision came from Washington, in which the Secretary of the Treasury approved and affirmed the action of Commissioner North. (There is less hope in America in the case of an appeal from one official to another than in almost any country in the world.) In this situation of the case, and to prevent the deportation of Ota, his attorney promptly took out a new writ of *habeas corpus*, which was called for hearing before Judge De Haven on September 2nd.

A strong plea was made by General Barnes for the release of his client from custody. He took the position that Ota having been in the country before was not an alien immigrant, and therefore, not subject to the jurisdiction of the Immigration Commissioner. Decisions were quoted in cases of kindred nature in which Courts of other sections of the country had interfered.

Judge De Haven rendered a decision which sustained General Barnes as to the status of Ota before the law. At the same time, however, he declined, as in the previous hearing, to interfere with the action of Commissioner North and the Secretary of the Treasury. "I base this decision," said the Judge, "simply upon the theory that the Court has no jurisdiction. I am satisfied that Commissioner North rendered an erroneous decision. The petitioner is not an alien immigrant, and should have been permitted to land. Under the law, however, this Court can afford no relief, and the writ, therefore, must be discharged."

General Barnes accepted the decision with all possible grace. He asked the release of the prisoner on bail pending an appeal. This request was denied on the ground that the Court had no jurisdiction.

"You can go to the Supreme Court of the United States," suggested Judge De Haven. "True," returned General Barnes, "and should it be necessary we certainly will carry this unfortunate man's case to that august tribunal."

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

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drained the Spanish pocket. In the fierce desire of expansion which to-day has laid hold of the more active, restless nations, the peoples of the south can take no share. The competition is too pressing for their gay, slothful, pleasure-loving temperament. Where life is easy and work is hard we cannot expect to find a colonial policy conceived with spirit, and the Andalusians, for instance, will not sacrifice themselves for islands overseas, so long as their climate counsels them to idleness, and their soil yields wine and olives to a simple scratching. So it was that for many years Spain failed either to govern or to profit by her colonies; the war, conducted by unscrupulous generals, was a certain guarantee of poverty, and it is a significant truth that by shifting the burden Spain has enriched herself. It is a long while since the peseta bore the value which it bears to-day.

But though the war is over, and accepted loyalty for what it achieved, the Spaniards, in private, still nurse a pained wound. The eternal dislike of strangers, in which they rival the ancient Athenians, is more bitter, more intense than ever. Collectively, maybe, it finds no expression, but you will hardly converse with a solitary Spaniard without discovering the signs of a private resentment. Now this resentment is cherished mildly against the Americans, who have triumphed in war, more strenuously against the English, whose sympathy, says Spain, was too loudly and violently expressed. But this resentment will soon be merged in the unwilling toleration which Spain extends to all foreigners, and then the war will have left little trace, save in a rest from colonial warfare, and in a handsomely replenished exchequer.

A CRITICISM OF DEWEY.

George Francis Tigh has his eye on Admiral Dewey. In a recent issue of his *Penny Magazine*, he writes:—"Dewey backed out and came home, knowing something would soon break loose. His May '98 message to Long said five thousand soldiers would be required to control Philippines. This shows he was talking through his hat. Miles, May '98, said it would require 15,000, and Merritt endorsed same number, showing they didn't know anything about Aguinaldo's 80,000 rifles. First number P. M. I. said 200,000 could not conquer 100,000 in fifteen hundred islands. And I say now we cannot conquer them at all."

A HIGHLAND ROMANCE.

A few months ago, writes a Scotch correspondent, a wealthy London barrister arrived in a quiet village in Rosshire. He became enamoured of a prepossessing young school-mistress there, who, however, did not reciprocate his attentions, and to keep him from persevering she constantly wore an engagement ring she had received from another suitor. The barrister, however, persisted in his attentions, and in August the pair met at a tea in the village. The regular clergyman was not present, but a young probationer suggested that the barrister and the girl should go through the ceremony of marriage. This they did, answering the usual questions, and the incident ended for the time. The barrister went about the same night, took a house or his bride in London, and came round with his captain and yacht. The lady now saw the scrape into which she had placed herself, and on the return of the barrister, she refused to have anything to do with him. She left the school, and has disappeared from the neighbourhood. The barrister is now in pursuit, but with what success is not yet known.

AMERICAN VS. BRITISH LOCOMOTIVES.

The chairman of the Midland Railway Company was able yesterday, says the *London Daily Mail* of the 12th ult., to make the highly satisfactory announcement that the American engines which were purchased by that company do not compare at all well with British-made locomotives. As we have often had to draw attention to the inroads which the United States are making upon our trade, it affords us pleasure to give prominence to this evidence. This is probably the first occasion on which American engines have been fairly tested against British ones upon a high-class road, and the world, we hope, will note the result.

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHWANG and all Ports in JAPAN.

Agents:—

Miki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinomiya Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsujai Coal Mines.

Ichinomiya Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kangafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mikito Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUBI BUSSAN KAISHA,

K. HASEGAWA,

Manager.

Hongkong, 19th August, 1899. [45]

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carta D'Or

Carta

Sillery

Jeml 800

Chateau de

Charmieres

TRADE MARK

M. OPPENHEIMER & Co., Paris.

Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

DECEMBER 31st, 1898.

Outstanding Assurance \$987,157,134.00
 Assurance Applied for in 1898... 198,362,617.00
 Examined and Declined 39,318,878.00
 New Assurance Issued 168,043,739.00
 Income 50,249,286.78
 Assets December 31st 1898... 258,369,298.54
 Assurance Fund 198,898,259.00
 All other Liabilities \$2,169,350.27 201,058,809.27
 Surplus 57,310,489.27
 Paid Policyholders in 1899... 24,020,623.42

STRONGEST IN THE WORLD.

The Surplus now amounting to more than \$600,000,000 belongs exclusively to Policyholders. The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST be paid.

The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World.

DIVIDENDS. In the last 6 years the "Equitable" paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.

Apply for Particulars of the Guaranteed Cash Value Policy to the Society's Hongkong Office.

F. KIENE,

Acting Manager.

Hongkong, 18th September, 1899. [1185a]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Co. are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1899. [18]

Consignees.

NOTICE TO CONSIGNEES.

THE P & O. S. N. Co.'s Steamship.

"PARRAMATTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex *S.S. Himalaya*,
 From Persian Gulf, ex *B. I. S. N.* and *B. P. S. N. Co's Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 5th October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 29th September, 1899. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 30th September, 1899. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE,"

FROM PORTLAND, OR., YOKOHAMA,

THE above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 2nd October, 1899. [14]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd October, 1899. [1260a]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1899. [45]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd October, 1899. [1259a]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLARI,"

Captain Knibbe, will be despatched as above on SATURDAY, the 7th October. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1899. [1255a]

SHEWAN-TOMES & CO.'S "NEW-YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship

"PING SUET,"

Captain C. de la Perelle, will be despatched for the above Port, on SATURDAY, the 7th October. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 30th September, 1899. [1202a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMUI MARU,"

Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd October, 1899. [1213]

CHINA-NAVIGATION COMPANY, LIMITED.

SWATOW AND TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on TUESDAY, the 10th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd October, 1899. [1229a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Gregory, will be despatched as above on TUESDAY, the 17th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1216a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Purford, will be despatched on TUESDAY, the 31st October. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

